

military personnel charter trips, as defined in part 372 of this chapter, to be performed in whole or in part by the carrier pursuant to any contract entered into by such carrier after the execution date of the bond. The amount of such bond shall be unlimited. Claims under the bond may be made only with respect to the nonperformance of air transportation.

(d) The bond permitted by paragraph (c) of this section shall be in the form set forth as Appendix A to this part. Such bond shall be issued by a bonding or surety company (1) whose surety bonds are accepted by the Interstate Commerce Commission under 49 CFR 1084.6; or (2) which is listed in Best's Insurance Reports (Fire and Casualty) with a general policyholder's rating of "A" or better. The bonding or surety company shall be one legally authorized to issue bonds of that type in the State in which the carrier is incorporated or in which it maintains its principal place of business. For the purposes of this section, the term "State" includes any territory or possession of the United States, or the District of Columbia. If the bond does not comply with the requirements of this section, or for any reason fails to provide satisfactory or adequate protection for the public, the Board will notify the route air carrier, by registered or certified mail, stating the deficiencies of the bond. Unless such deficiencies are corrected within the time limit set forth in the notification, no amounts payable in advance by customers for the subject charter trips shall be accepted by the carrier.

(e) The bond required by this section shall provide that unless the charterer files a claim with the carrier, or, if he is unavailable, with the surety, within sixty (60) days after cancellation of a charter trip with respect to which the charterer's advance payments are secured by the bond, the surety shall be released from all liability under the bond to such charterer for such charter trip. The contract between the carrier and the charterer shall contain notice of this provision.

(The reporting and recordkeeping requirements contained in paragraph (a) were ap-

proved by the Office of Management and Budget under control number 3024-0011.)

[ER-809, 38 FR 20254, July 30, 1973, as amended by ER-1238, 46 FR 43035, Aug. 26, 1981]

#### **§ 207.18 Baggage liability.**

Air carriers shall not limit their baggage liability for interstate and overseas charter flights except as set forth in 14 CFR part 254.

[ER-1311, 48 FR 226, Jan. 4, 1983]

#### **§ 207.19 Transportation of persons who may need help during aircraft evacuation.**

Except as set forth in part 121 of the Federal Aviation Regulations (14 CFR part 121), air carriers shall not limit the availability, upon reasonable request, of air transportation and related services to a person who may require help from another person in expeditiously moving to an emergency exit for evacuation of an aircraft.

(Secs. 102, 204, 403, and 418 of the Federal Aviation Act of 1958, as amended by Pub. L. 95-504, 72 Stat. 704, 743, 758, 771, 92 Stat. 1731, 1732; 49 U.S.C. 1302, 1324, 1373, and 1386)

[ER-1126, 44 FR 33054, June 8, 1979]

### **Subpart B—Provisions Relating to Pro Rata Charters**

#### **§ 207.20 Applicability of subpart.**

This subpart sets forth the special rules applicable to pro rata charters.

[ER-1190, 45 FR 53363, Aug. 11, 1980]

#### **REQUIREMENTS RELATING TO AIR CARRIERS**

#### **§ 207.21 Solicitation and formation of a chartering group.**

(a) A carrier shall not engage, directly or indirectly, in any solicitation of individuals (through personal contact, advertising, or otherwise) as distinguished from the solicitation of an organization for a charter trip, except after a charter contract has been signed.

(b) A carrier shall not employ, directly or indirectly, any person for the purpose of organizing and assembling members of any organization, club, or other entity into a group to make the charter flight, except after a charter contract has been signed.